GRUMMAN
plane
news

Lone Eagle's historic flight spurred aviation progress on L.I.

people

For the past several months, members of the Grumman Explorer Post 1000 have been feverishly involved in a project for the Veterans Administration Hospital. A few weeks ago, the young men presented their efforts to the hospital's Drug and Alcoholism Treatment Program. Their contribution was greatly appreciated.

Wrote Kenneth Alexander, nurse coordinator, "The train board, trains, racing board, scenery and additional equipment donated are a fine addition to recreation and occupational therapy aspects of the program. Interest among the men was evident as soon as the articles arrived last week. Many hours of enjoyment have been spent by the men on the program.

"As a program, we seldom receive donations from outside groups and that makes your gift all the more appreciated."

History repeats itself

Grummanites in Plant 3's Material Department were recently asked to update their resumés if they chose. Instead of an orthodox resumé, Joe Specht submitted personal observances he's made during his 26-year career. The following excerpt from his resumé speaks for itself.

"I started Grumman in 1951 (a kid wet behind the ears) in Plant 2. After one day I said to myself, 'This is the way they make planes?' I was disgusted, ready to quit—but for some reason the old mechanics

Joe Specht

with their persistent ways of doing a job got to me.

"I decided they're not going to beat me. I'll see a completed plane if it's the last thing I do. These old mechs and many after them gave me an education no college can give. These were the men who could virtually make a part from nothing...who could rework a bad part into something that could eventually fly.

"I tried to absorb all I could and learn from the older Grummanites...I moved around...Off the board came the F-11 'coke bottle' and off I went to the Plant 3 Machine Shop. Whatever schooling I had was a great asset because every damn part that went into the F-11 was machined on compound angles. We learned more 'trig' on that ship...and set-ups looked like something from out of space. Again the old sharpshooters saved us young guys. They taught us how to build from nothing.

"I went on from program to program and eventually moved out of the shop. One thing I have to say—'I built them, I flew them, and I learned alot—but I'll never forget when I was a young Grummanite. You can't beat the 'old dog.' "

Now after 26 years, Joe finds his role reversed—he's passing on his accumulated knowledge to his younger co-workers. Reflects Joe on his new role, "It's the Grumman way."

Bubbling over

Most people have to buy their own champagne...but Fred Brainin got his for writing poetry. After his verse was printed in the Metropolitan Diary column of the New York Times, April 27, 1977, the paper sent him the gift for this offering:

Solar-Heat-Age Super
What makes me feel sentimental
Over banged subzero pipes?
In some future solar-heat rental
What super shall get tenants' gripes?

Fred, a proofreader for Quality Control, Plant 15, wrote his first published poem when he was 14 years old. The occasion was Lindbergh's historic flight across the Atlantic.

The budding poet was at home in Vienna, Austria, listening to a crystal radio account of the "Lone Eagle's" arrival at Le Bourget airport. He says, "I was overcome by the event. The welcoming roar of the crowd for Lindbergh at the airport was extraordinary." He wrote "Ballad of the Ocean Flyer" to commemorate that experience.

Besides writing poetry, Fred also translates German and is a member of the Guild of Professional Tech Translators. He has

Fred Brainin

translated for the military, the government, and private industry.

During World War II, he used his language skill as a military police interpreter for the U.S. Army. Among his assignments were stints at German and Austrian POW camps in the United States. Memories of those experiences are still with him today. Only recently two of his poems recounting the humane treatment of the prisoners appeared in an Austrian publication.

Proofreading, poetry, and translating don't seem to add up to science fiction writing but that's his latest endeavor. And, he feels very confident about it. "I sent a draft of a sci-fi story to a top literary agent who praised it highly and encouraged me to rewrite it. That's what I'm doing now."

He says his wife, Florence, doesn't care too much for his poetry. "She says my work is usually too realistic. She prefers the sophisticated, cosmopolitan type of poetry in *New Yorker* magazine."

But Brainin's lucky. Other people like his poetry enough to keep him well stocked with champagne.

Cited in the field

Grumman Field Service representatives John Quinn and Gene Patrick were recently presented citations by Capt. John Nicholson, commanding officer of the *U.S.S. Ranger*.

Both Grummanites served aboard the *Ranger* from January to August 1976. Quinn was assigned to Attack Squadron 145, Patrick to Attack Squadron 135.

The two Grumman reps were commended "for meritorious service...providing contractor engineering technical services on the weapons systems integration of the Grumman A-6 aircraft...."

Their citations read: "During this period you provided technical expertise and instructions to *Ranger* technicians in the operation and maintenance of vital but technically sophisticated support equipment and aircraft systems. The high operational readiness and full systems capability attained (by A-6 squadrons) are outstanding testimony of your tireless efforts.

"Your professionalism, dedication, and industry reflect pride in your company and its products and are in keeping with the highest traditions of professional engineers."

Well done. *Nick Scobbo (R), director of Grumman Field Service presents* USS Ranger *citation to field rep Gene Patrick.*

Good show. *Bob McNeill, Grumman site manager at NAS Whidbey Island, Washington, congratulates Field Service rep John Quinn upon receiving* USS Ranger *citation.*

New posts

Among those who recently received changes in assignments were: Robert Denien, Operations, Plant 35, appointed to monitor and advise on the progress of the A-6E Weapon System Trainer. In this capacity he will assist in ensuring that all required resources of GAC are applied towards the successful completion of the A-6E Weapon System Trainer; in BETHPAGE OPERATIONS—Michael DiNoia, assistant manager Programs/ Functions; Joseph Hickey, assistant manager Plant Operations, both in Business Management, Plant 2; and Al Burger, section head.

Fifty years of progress

On May 20, 1927, Charles A. Lindbergh lifted the *Spirit of St. Louis* from a muddy runway at Roosevelt Field, Long Island, to begin a 33-hour odyssey to LeBourget, France.

During the next 50 years, aviation graduated from being the bailiwick of adventurers to become a major influence on society.

Long Island has often been called the "Cradle of Modern Aviation." That title not only signifies the take-off point of the "Lone Eagle;" it also encompasses the contributions Grumman men and women have made to the aerospace world for nearly half-a-century. (Numbers in parenthesis correspond with cover page artwork.)

L.I. birthplace

It all began a few short years after Lindbergh's feat when Grumman Aircraft Engineering Corporation opened for business, at Baldwin, L.I., in January 1930. In the early days of the depression, the company's main income came from repairing aircraft. Grumman landed its first Navy contract building floats for the Corsair bi-plane (1).

In 1931, Grumman finally started doing what it really set out to do in the first place: building aircraft. It started with the FF-1 (2 & 3)—the first Navy aircraft in a long line of Grumman-built fighters. It featured retractable landing gear—the first time for a carrier plane.

During the Thirties, the first of a string of amphibians also came off the engineering boards and into production with the J2F Duck (4 & 5). By 1939, all Navy and Marine fighter squadrons flew Grumman planes.

With the advent of WW II, aircraft companies all over the country shifted into high gear. For the Navy, Grumman was clearly in the forefront. It became the first company to earn the Navy "E" (11) award for production excellence (9). Grumman Avengers (6), Wildcats (8) and Hellcats accounted for two-thirds of enemy aircraft destroyed in the Pacific theatre.

All engineering efforts were not production bound. The Speedy Skyrocket (7), a twin-engine plane was developed and test flown, but was eventually discarded because of poor pilot visibility for carrier landings.

In January 1949, the company stepped into a new era of fighter planes with the F9F-2 Panther (10), Grumman's first jet. The Panther also became the first Navy jet to enter the Korean conflict.

In the Fifties, aircraft diversification followed with such Grumman products as the S-2 Tracker, F-11F Tiger (first production "coke bottle" aircraft), the C-1 Trader, OV-1 Mohawk (14) for the Army and the E-1 Tracer (12).

Out of this world

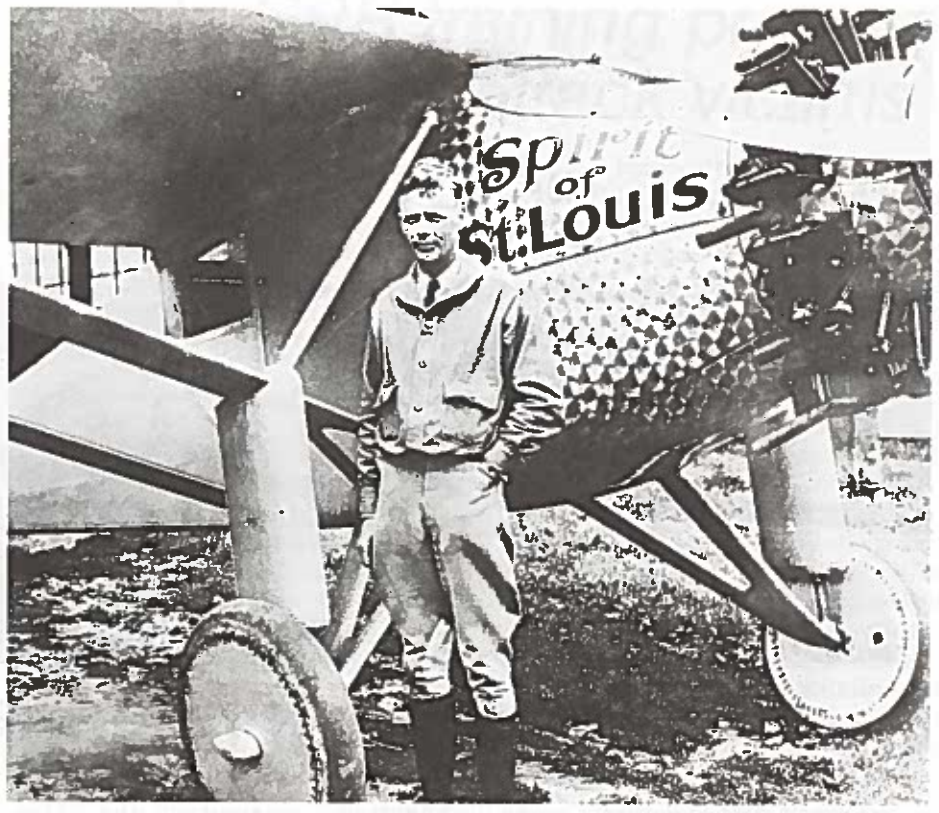
The Sixties proved to be even more exciting. As the nation moved into the space age, Grumman was right there with its Lunar Module (17) which successfully transported men to the surface of the moon.

Over the years, the "Grumman Ironworks" added a new dimension when the company became one of the world's top systems integrators. Today, the Grumman Aerospace product line boasts aircraft "second to none," including the EA-6B, the A-6E (15), the F-14 (13), and E-2C (16)—all formidable members of the naval air fleet.

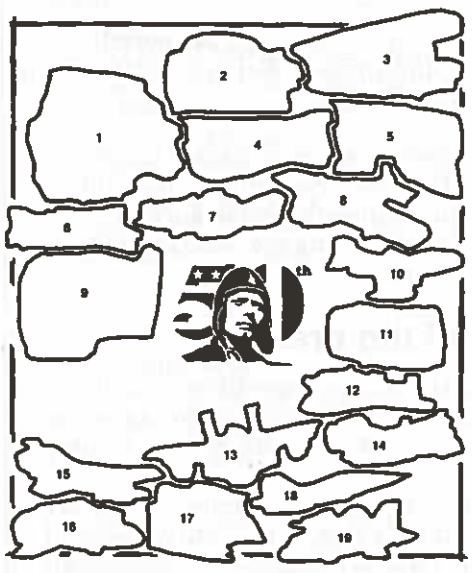
What future engineering feats will Grumman next introduce to the aerospace world? See you in 50 years for the answer.

One of the many items on the Grumman drawing boards is V/STOL Design 698 (19), a vertical/short takeoff and landing aircraft for the Navy of the future.

Fifty years ago, Lindbergh ignited a pioneering spirit that set off an explosive surge in aircraft development. How and where aerospace progresses during the next half-century is dependent largely on innovative and ingenious individuals. Judging from past achievements, some of those people can be found right here at Grumman Aerospace.



Lone Eagle. *Charles A. Lindbergh and his 'Spirit of St. Louis' poses for photographers moments before he took-off on his epic trans-Atlantic solo flight.*



Cover key. *The front page cover was designed by Ted Kole of Presentation Services.*

Mets tix

Tickets are now on sale at the GAA office for this season's first Grumman Night at Shea Stadium. Admission to the Mets-Phillies baseball game on Friday, June 3, costs $4.50 each. Optional bus fare is $2 round-trip. For more information, call GAA, Ext. 2133/2269.

Firefighters meet to discuss FIRES

Over 50 of the top fire-fighting experts in the United States recently gathered at Grumman Aerospace to discuss ways of improving protective clothing and equipment of the nation's firefighters.

The meeting was the first of a series called for by Project FIRES-Firefighters Integrated Response Equipment System, an undertaking jointly sponsored by NASA and the National Fire Prevention and Control Administration (NFPCA). Grumman was awarded a half million dollar contract by the project in March to design a new protective ensemble for the firefighters, the initial phase of a long-term program.

Technology developed for man's journey to the moon will be transferred to the development of lighter, tougher, and safer firefighters' equipment. The project is intended to improve firefighters' protection against such hazards as heat, flame, smoke, toxic flames, and electricity, and also to allow improved performance through greater maneuverability. Included in the ensemble would be everything from the skin out that firefighters wear when they "turn out" to fires.

Attendees at the recent Grumman meeting are members of the Users Requirements Committee of Project FIRE. In addition to the NASA, NFPCA and Grumman representatives, the group included top firefighting officials from various major cities, city management personnel and safety experts.

The committee explored several new concepts in firefighters' equipment, including a one-piece "bag suit" to replace either the present combination of turn-out coat and bunker pants, or the turn-out coat over the work uniform.

Equipped with a draw string at the neck for easy donning, the bag suit has no outside hardware—like buttons, snaps, or D-rings—to catch on obstructions at fires. The suit also offers reduced weight, improved protection and comfort, and enhanced mobility.

The list of new ideas also investigated at the sessions included a double-knit Nomex coat with built-in safety harness...heat flux sensors...hands-off communication system built into a helmet...and an advanced graphite composition helmet—lighter and tougher than steel—that could improve protection.

This was the first such meeting of the nation's top fire officials to improve the lot of the firefighter—the most hazardous occupation in America.

One man's view of changing times

For nearly half a century, George Burkhardt has been a Grummanite. To him, "it's a special honor...to have worked so long for such a company."

Badge numbers issued today are in the 120,000's. George sports permanent number 18. His longtime association with Grumman began as a mechanic at the company's first plant in Baldwin. That was in November 1930.

As you might imagine, a lifetime involved in aviation produces a mountain of memories. George recently stopped by the PLANE NEWS office to share some of his recollections.

Those early days. "I started at Grumman when I was 17. I looked at myself as a pioneer in those days. We were all proud to be in aviation. In fact, my father, brother and I would even wear our 'Grumman Aircraft' coveralls on the weekends when we were repairing our cars...It was the depression and we were lucky to have a job.

"We talk about the Grumman family today...it definitely was a family then. Leroy Grumman never wanted the company to grow to more than 1,000. Well, look at us today! I felt the same as Roy Grumman, but if we remained small, we wouldn't be here today...."

First Navy contract. "We were flabbergasted...we hit the big-time...a small company like ours winning a government contract. You know that the FF-1 was the first Navy aircraft with retractable landing gear? My father and I built that first model. Production was definitely changed...we had little Indian tee-pees set up for each station...and though the design was already made...the drawings were produced after we made the plane.... In those days, the main stress was placed on the skins. We had to hand rivet everything. My father was on the outside while I was inside holding a 20-lb. metal bar."

Big-time production. "I never want to live through any period like World War II again. I lived 24 hours a day at my job. In the beginning I was in charge of cowling for the TBF. When we had to move to Port Washington plant, I asked my plant manager 'who do I contact for the move?' He laughed. We moved ourselves that weekend...and even set up our own floor plan. Quite a contrast from today's operation."

"I then took charge of the Hellcat cowling. We made 30 shipsets a day...It's hard to imagine. Grumman set an all-time production record with 650 aircraft produced in one month. But though we were pushing those planes they didn't suffer in craftsmanship—we didn't earn the name 'Grumman Ironworks' for nothing!"

Arrival of the jet age. "At the Plant 5 Experimental lab we began testing Grumman's first jet. When we heard it wind up I said, 'It's going to blow up...it will never stay together.' Oh, how it whined and screeched. Today, we have nothing but jets."

Changes in technology. "I was doubtful when Grumman introduced the folding wing...thought it would never hold up...Now we're producing a plane that moves its wings in the air!"

Production evolution. "In the beginning we used plywood structures to build the aircraft around...we didn't stretch metals, we hammered it by hand. Now I'm working on sophisticated tooling and die fixtures...we're into composites...titanium. But the old skill of hammering is still needed today...to add a few corrective touches here and there...In fact, this September I'm teaching a 10-week course in hammering—just to keep the skill alive at Grumman."

Future outlook. "I'm glad Grumman is becoming more diversified...the aerospace field is too dependent upon politics...and at the same time, we're able to show our neighbors that there are many technological spin-offs derived from the world of aviation...."

Concludes the seasoned Grummanite, "I used to laugh when people mentioned 'folding wing,' 'swept wing,' 'variable wing,' and 'man on the moon.' But I look at things differently now. I firmly believe that anything the mind of man conceives will someday become a reality...I've seen it happen right here at Grumman."

Baldwin plaque marks company birthplace

On Saturday, May 7, Grumman presented a bronze plaque to the Baldwin Historical Museum, to commemorate the founding of the company in this Long Island community in 1929. Grumman Corporation Vice President Jack Rettaliata, director of Community Relations, headed the Grumman contigent at the presentation.

Measuring two-by-three feet, the handsome plaque is inscribed with the theme, "From Baldwin to the Moon," and contains a sketch of the original Grumman building and a sketch of the LM on the moon.

What's happening on Long Island?

May 15	Falaise, Sands Point Park and Preserve, opens for season. Special Charles Lindbergh movie exhibit
May 19	Grumman Corporation Annual Shareholder's meeting, Bethpage. LM and Spirit of St. Louis sistership on display.
May 19-23	LIFT Expo 77, sponsored by Long Island Forum for Technology, at Polytechnic Institute of New York, Farmingdale.
19	*9 a.m. to 5 p.m.*—Symposium, "The Next 50 years".
21-22	Institutional and Industrial exhibitions, films, laboratory tours. Republic Airport—Antique aircraft static display, including Spirit, Antique Airplane Club of Greater N.Y.
May 20	*7:52 a.m.*—Spirit duplicates Lindbergh's takeoff route and flyby of mid-Nassau with antique aircraft escort. *9:30 a.m.*—Nassau County Lindbergh Commemorative Program, Eisenhower Park. *10:30 a.m.*—Flyby of Spirit and antique aircraft. Program includes first day of issue ceremony for commemorative U.S. postage stamp. *7 p.m.*—Lindbergh Memorial Fund Dinner, Waldorf-Astoria Hotel, N.Y.C.
May 21-22	*noon to 4 p.m.*—Nassau County Air Show, Nassau Beach. Salute to Lindbergh, aerial show of barnstorming era, educational exhibits.

Fresh off the press

An official first day cover of the Charles A. Lindbergh commemorative is being sponsored by the Friends of the Nassau County Museum.

The stamp, which will be released on May 20, 1977, marks the 50th anniversary of Lindbergh's historic flight from Roosevelt Field to Paris, the first such solo crossing across the Atlantic.

The distinctive artcraft-engraved cachet for this official cover features a portrait of Lindbergh in his pilot garb; his airplane, "Spirit of St. Louis," and a view of the globe on which his transatlantic route is traced.

The official Lindbergh cover sells for $1.25 each (black ink), or three (one each: black, blue, red ink) for $5. Orders, with remittance payable to "Friends NCM", should be sent to Friends of Nassau County Museum, Muttontown Road, Syosset, N.Y. 11791. A stamped, self-addressed business size envelope should be enclosed for return of the cover(s).

Global affair. *At the Argentine Naval Commission in Washington, D.C., the Argentine Navy recently signed a contract for acquisition of six S-2E Trackers from the U.S. Navy. Those present were (L to R): Capt. Juan Suarez, Chief of Argentine Naval Commission; Rear Adm. Raul Fitte, Argentine Naval Attache; Cdr. Edgardo Fernandez, Chief of Aviation; Grumman Aerospace Director of Contracts Jim Bourne; Al Lopez of Grumman International; and Ed Roemer of Contracts. The S-2E's will be overhauled at Grumman's Stuart Operations in Florida.*

Initiate CPR training program to assist heart attack victims

Heart attack victims require help immediately.

According to the Red Cross, cardiopulmonary resuscitation (CPR) is such a successful method for overcoming cardiac arrest that not only health personnel, but many others should be certified to administer CPR.

Look for the patch

A special program is now being conducted at Grumman Aerospace to train Plant Protection members in CPR as part of their first aid education. Those certified to use CPR will be easily recognized to all Grummanites by the patch on the upper left sleeve of their uniform.

Tom Rozzi, Vice President - Personnel and Security, says, "When CPR training is completed, Plant Protection will not only be able to render help to Grummanites suffering a heart attack, but to fellow members of our community."

"Professional training," is the key, cautions Grumman's medical director, Dr. Bob Jessup. "When CPR is used improperly, artificial respiration and circulation will be ineffective—it will not provide the basic life support needed."

Al Berka, Henry Colon, Harold Ruff and Pete Sinatra of Plant Protection conduct the CPR classes. Each instructor has been certified by the Nassau County Heart Association after extensive training at St. Francis Hospital, Roslyn.

Rigorous training

The nine-hour instruction course for future CPR rescuers includes training films and resuscitation practice on mannequins. They learn the techniques of mouth-to-mouth and mouth-to-nose resuscitation for reviving breathing and how to apply rhythmic cardiac compression of the chest to start blood circulation.

CPR rescue is usually administered by a two-man team. For example, one person gives mouth-to-mouth resuscitation while the other applies chest compressions. However, all specialists are also trained to work alone.

(Continued on page 12)

Outdoor dining

Starting this Monday, May 16, Grumman Food Services launches its "Picnic in the Park" campaign. Well, it's not really a campaign, but a new concept in dining at Grumman.

During the warm summer months, the company's picnic grounds at McKay Field will be opened to all Grummanites. Picnic style lunches will be served from 11:30 a.m. to 1:30 p.m. (weather permitting).

As the Food Services poster proclaims, "Come on over—grab a quick lunch and do your own thing!"

GRUMMAN plane news

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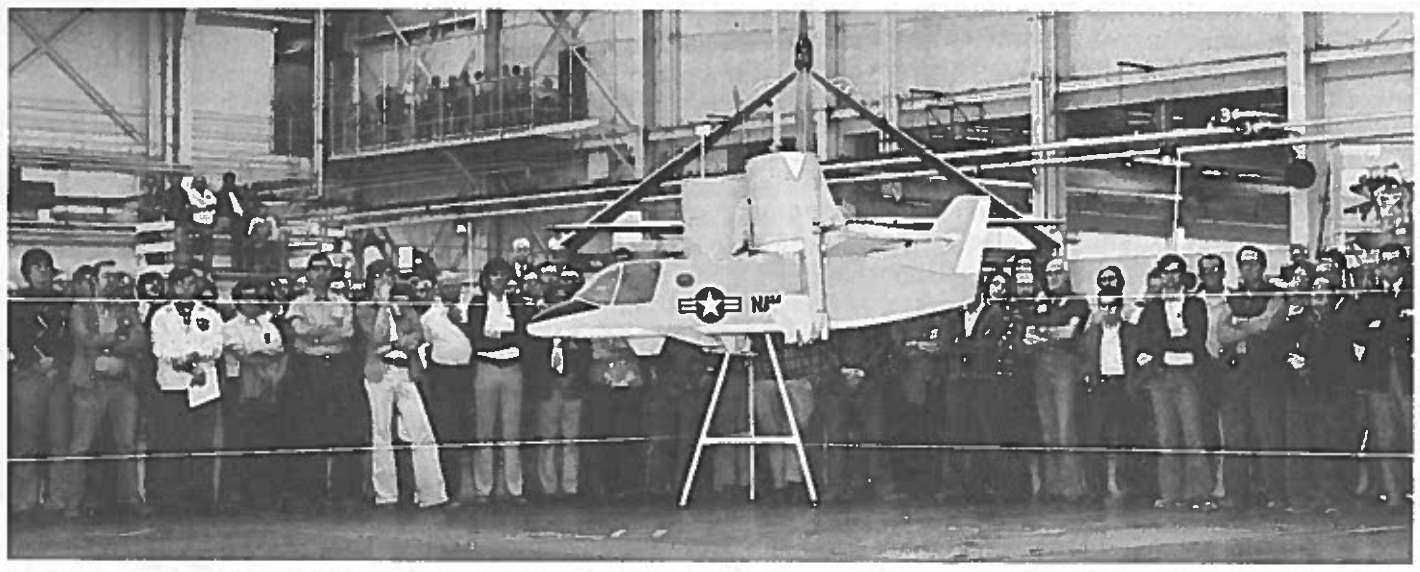


Future look

One Friday afternoon between shifts at Calverton Operations, director Tom Merritt arranged for a flight demonstration of a vertical/short takeoff and landing (V/STOL) aircraft model concept designed by Grumman.

The Grumman Design 698 flying model was a real crowd-pleaser. Many Grummanites stayed to find out more about the potential future look in Navy aircraft. At right, Helen Reediger (C) and Marilyn Bolz inspect the V/STOL model with Nicholas Zirolli, model demonstrator. According to audience response, everyone is anxious to see the V/STOL on the flight line at Calverton. (Photos by Gerry Costello.)

Name '77 Grumman scholars; 7 dependents chosen

Over 350 Long Island high school seniors applied for this year's Grumman Science and Engineering scholarships, an indication that in today's world of rising college tuition costs, competition is extremely keen for scholarships.

A few weeks ago, there was much celebration in 12 local households when they heard the good news—their college-bound students were chosen as 1977 Grumman scholars.

Of the dozen $2,500 grants offered, at least three are usually designated for Grumman dependents. This year, seven of the 12 winners were children of Grummanites.

Needless to say, the Grumman parents are proud of their offspring.

Scholar Nancy Levoy's mother, Barbara said, "We were surprised, excited, and elated when we heard she was a winner." Her father Lou, a support project engineer on the Shuttle Wing, added "We were hoping for her, but you can never be sure of anything. The only one that kept his cool was Perry, our golden retriever."

"We never counted on Mark winning the scholarship, but we were quite hopeful. We're glad he's able to use the brains God gave him," says Mark Gaylo's mother Carole. "We have another son in Rensselaer, so the award will be a major financial help," explained his father, Benedict, of Plant 8 management.

Steve Szymanski is also a second-place winner in the New York State Industrial Electronics competition sponsored by the Vocational Industrial Clubs of America. His father Matty, with Quality Control on the VAST project, said, "Steve loves to study. Sometimes his desk light is on all night long." Florence, his mother, said, "I really felt deep down that he was going to win. He tries very hard in everything he does."

"I was really dumfounded when I heard he won the scholarship. And, I'm especially glad he'll have a summer job while during his college years," says Eric's father, Marvin, Audit manager for Grumman Corporation. Eric's younger brother, Adam, said his mother, Roma, was so happy she danced a jig around the house. His mother says, "We're so pleased Eric won the scholarship. He puts himself into everything he does."

Scholar Paul Crowley said, "After I heard I was among the top finalists, I felt quite sure of the scholarship." But, his mother, Theresa, confesses: "I really did not think we would be so lucky. Not only the scholarship will be helpful but especially the summer job. There aren't many jobs for students." His father Paul Sr. was a technical illustrator with Grumman until his death last year.

Eugene Cooper, assistant to the A-6 program director, says, "We feel Elona has done well in chemistry and science and became a Grumman scholar because she has had very good teachers in Freeport High School." His wife Eleanor agreed with him and said, "We were surprised and very glad she won. Elona always tries to do her best, so we were really rooting for her."

"I was proud of my son Dan when I heard he was one of the winners. He has been doing quite well at school but I knew the scholarship competition was going to be difficult," says Frank Pauly, director of Engineering at Calverton. "Dan's winning will be a financial help to us," his mother Jeanne said. "We have five other children and three of them are each a grade lower than the other behind Dan in high school."

Since 1944, Grumman has been awarding scholarships annually to "encourage the pursuit of technological careers among the young people of

Pleasant surprise. *It was a pleasant surprise when Eleanor Cooper learned her daughter Elona was a Grumman scholar. Although her father Gene and brother Ernie were surprised, they were more certain of Elona winning. (Photos by Marie Trimboran and Rich Breunig)*

Good news. *Theresa Crowley and her son Paul share good news after reading the letter confirming his scholarship award.*

Andrew Davidson
Syosset H.S.

Richard Barth
St. Anthony's H.S.

Daniel Hertzson
Commack North H.S.

Elise Wang
Garden City H.S.

Kevin Curran
St. Anthony's H.S.

Long Island."

Last year, several modifications were made in the scholarship program. The number of grants was increased from 10 to 12. The winners are awarded undergraduate tuition up to $2,500 a year. Selected Grumman scholars are provided $1,500 for graduate study. Graduate awards are renewable for a second year when the Masters program requires it.

Winners can select any accredited engineering school provided their primary interest is a long-term career in engineering or major supporting fields in the area of company activities. Courses of study open to scholars was expanded in 1976 to allow engineering students to specialize in aerospace, chemical, civil, electrical, industrial, or mechanical studies while science majors can pursue applied math, chemistry, computers, materials, or physics.

Employment at Grumman for at least 10 weeks during summer vacations is also part of the scholarship program. After successfully completing undergraduate studies, scholars can look forward to employment by the company provided suitable positions are available at the time of graduation.

Winners are named by the Scholarship Recommendations Committee consisting of corporate officers and a secretary. Dependent as well as non-dependent winners and alternates are judged according to their college board scores, interviews, and over-all scholastic achievements.

The 1977 Grumman scholars are:

PAUL CROWLEY is valedictorian and ranks first in a class of 750 at West Islip H.S. His teachers' say his outstanding potential and strength is in the math-science area, so it's not surprising that he looks forward to majoring in physics at Harvard. Although president of Mathletes and a member of the National Honor Society, he's also a top trumpet player in the jazz band and school orchestra.

Sing-along. *With Grumman scholar Mark at the piano, the Gaylo family, (L to R) Carole, Benedict, Kimberly, and Christopher, are ready for a sing-along. Mark's brother Keith attends Rensselaer.*

MARK GAYLO'S dad, Ben, is an engineer with Grumman. His brother Keith who attends Rensselaer is also a Grumman scholar and his brother Chris is a graduate of Rensselaer. The brothers have built rockets and radio-controlled planes together. A many talented person, he not only tutors math and biology, but mows lawns, and repairs used cars. After graduating from Syosset High School, he looks forward to attending Rensselaer and specializing in mechanical engineering.

STEVE SZYMANSKI will graduate this June from Newfield High School, Selden, and hopes to major in electronics engineering and computer designing at Massachusetts Institute of Technology. He says, "I've always enjoyed electronics and engineering problems. I know I will enjoy them both as an occupation and as a hobby." Steven has received awards for the highest number of points scored on a school math team, 1975 and 1976, and for being the outstanding chemistry student of 1976.

DANIEL PAULY would like to work in Grumman's research department some day. Upon graduating from Half Hollow Hills High School, he'll attend Duke University and specialize in chemistry. Besides being a committee chairman in the National Honor Society, he finds time for such extracurricular activities as the school newspaper, literary magazine, marching and symphonic bands, bowling league and track team.

ELONA COOPER has always enjoyed biology and math. She says, "This past summer I attended an engineering workshop and realized I could apply both of these fields of learning in solving environmental problems through engineering." After graduating from Freeport High School, she will be a cross-registered student, majoring in chemistry at Wellesley with a minor in engineering at Massachusetts Institute of Technology. Besides tutoring math, science, and physics, she makes her own clothes and does needlepoint.

ERIC SOHN will attend M.I.T. this fall to study applied science. "Science and math have always been my strong points," says the young scholar. "Success in these fields is helping me in my career choice of either particle or nuclear physics." He has earned awards in math and Spanish. He also tutors Hebrew and plays in a band. For relaxation, the Baldwin High School senior enjoys chess, backgammon, and model rocketry.

NANCY LEVOY intends to major in materials at Massachusetts Institute of Technology after graduating from the Bronx High School of Science. After attending Michigan Tech last summer under a "Women in Engineering" program and investigating all phases of engineering, she decided materials was her interest. A member of the National Honor Society, she's president of the school science club which she organized. Nancy babysits, sews her own clothes, plays in the school orchestra and is president of the Ski Club.

ANDREW DAVIDSON is an outstanding mathlete and has devised a triangular array of numbers that his math teacher call "Davidson's Triangle" which he has submitted to the Math Teachers Magazine. After graduation from Syosset High School, he will major in physics at Harvard. He reads often, plays the cello, enjoys being a member of the school debating team, and is editor-

(Continued on page 8)

Golden opportunity. *Barbara and Lou Levoy say that scholarship program offers a golden opportunity. Grumman scholar Nancy smiles in agreement but Perry, a golden retriever, looks solemn. Nancy's sister Wendy attends Barnard College.*

Circuit designer. *As he looks up from his design of a printed circuit board, Steven Szymanski smiles at knowing he's a Grumman scholar. Sharing the moment with him are his parents Matty and Florence.*

Family affair. *Scholar Dan (seated on floor) has a loyal following. Pauly family members are (L to R) seated–Frank, Jeanne, Diane, Tom, and Susan; standing–Karen and Lisa.*

All smiles. *For the Sohns, happiness is Eric (C) winning a Grumman scholarship. Family members are (L to R) Adam, Roma, Marvin, and Gigi. Eric's older brother Glenn is away at school.*

Seven dependents win scholarships

(Continued from page 7)

in-chief of the school paper. He also works part-time in a jewelry store.

ELISE WANG is president of the National Honor Society and first in her class of 484 at Garden City High School. When she graduates, she'll enter Massachusetts Institute of Technology and specialize in civil engineering. As the number one student during the past four years, she has received various awards including the Rensselaer medal. Besides tutoring math and French, Elise plays the piano, is involved in arts and crafts, and is on the varsity badminton team.

DANIEL HERTZSON looks forward to attending the University of Pennsylvania and majoring in aerospace engineering after he graduates from Commack North High School. He says, "I've always had a passion for designing and building things with my own hands, whether they were model planes, rockets, or a new type of Darrieus windmill." A versatile young man, Dan is not only a varsity fencer and archer but is a member of the drama club and teaches ceramics at summer YMCA camp.

RICHARD BARTH is valedictorian and first in his class at St. Anthony's High School. He expects to enter Rennsselaer Polytechnic Institute and major in industrial engineering. Scholastic of the year in '76 at school, he's on the principal's list, a member of the National Honor Society, and a semifinalist in the national merit scholarship program. Dick is deep into computers and his research paper on artificial intelligence helped him develop a card game called "Sevens". His sports are football and rugby and he's a member of the school paper staff.

KEVIN CURRAN, a four-year scholarship student at St. Anthony's High School considers math and science his favorite subjects. He intends to major in nuclear engineering at Massachusetts Institute of Technology. He says, "Having seen many engineers at work during summer jobs, I know engineering will be an enjoyable challenge." A member of the student council and computer club, his favorite sport is rugby.

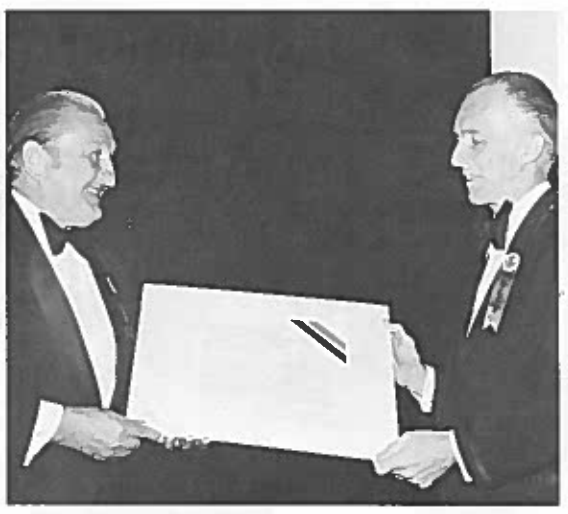
Changes in a winner's plans may mean he or she no longer qualifies as a Grumman scholarship winner. An "alternate" will then take that person's place. The alternates this year are:
SHANSKY who will graduate from Island Trees High School and enter Rensselaer to major in electronics; FRANCIS POMILLA a senior at Elmont Memorial High School who will specialize in physics at Princeton; and KENT HORNBOSTEL from Brentwood High School who plans to study physics at Duke University.

The Scholarship Committee is made up of Jack Bierwirth, Grumman Corporation Board Chairman and Grumman Corporation President Joe Gavin; George Skurla, Chairman of the Board and President of Grumman Aerospace Corporation; and Jean Esquerre, a director of Grumman Aerospace.

Members of the Scholarship Recommendation Committee are: Senior Vice President Larry Mead Jr., director of Departmental Operations; Vice President Tom Kelly, director of Engineering; GDS Vice President Bob Pearson; Fred Edwards, assistant to Grumman Corporation's Vice President-Development, and Dan Knowles, director of Personnel, Grumman Aerospace.

C.W. Post honors three Grummanites

Leroy Grumman, Frank Gabreski, and Joe Gavin were honored on April 30 at the ninth annual C.W. Post School of Undergraduate Business Administration Awards Banquet. This year's event marked the 50th anniversary of the Lindbergh flight and also paid tribute to men and women who "merit distinction for notable achievements to the nation and the aviation industry during those 50 years."



Aviation awards. *Frank Gabreski and Joe Gavin (R) were two of 16 persons recently honored by C.W. Post for their contributions to aviation.*

As keynote speaker, Grumman Corporation President Gavin joined others in reminiscing about the historic flight of Charles Lindbergh. "What has happened in the 50 years since the 'Lone Eagle' took off in the rain with an uncertain forecast for what was ahead?" Gavin asked. "Have we struggled through the great depression, global war and the shadow of a mushroom cloud to become a materialistic, technological society that is victim of its own contrivances? Hardly! America has managed an incredible amount of change in that time and has achieved a measure of maturity. We now need to take the bold optimism that has marked us as a people and use it to shape a constructive outlook for the future."

Sixteen men and women aviation figures of distinction were honored by C.W. Post. Leroy Grumman who introduced the retractable landing gear and folding wing into Grumman aircraft designs, was the recipient of the "Aviation Designer" award. Frank Gabreski, assistant to Grumman Aerospace Board Chairman and President George Skurla, was cited as the "Highest-Ranking American Fighter Ace;" while Gavin received an award for being an "Aviation and Space Pioneer."

Whidbey bids adieu to A-6A

Tuesday, April 19, marked the end of an era for Naval Air Station, Whidbey Island, Washington. The last of the A-6A Intruders based at Whidbey, taxied out for one final bombing hop. The flight crew, Cdr. Vince Huth, pilot and commanding officer of VA-145, and Cdr. Chuck Downs, bombardier/navigator, completed the special mission in an appropriate fashion—scoring a bullseye at the Boardman, Oregon, training bombing range.

The first Grumman A-6A's arrived at Whidbey back in August 1966. That day a crowd of 800 looked on as three new Intruders flew over Ault Field, escorted by eight A3D's. VA-128 began the transition from the A-3D aircraft to the more sophisticated Intruders.

In the decade to follow, the A-6A proved it's worth as an all weather attack aircraft. With its sophisticated integrated weapon system, the A-6A provided the much-needed punch for Pacific Fleet air forces.

In pre-launch ceremonies much smaller than those held for those first Intruders, the Swordsmen of VA-145 gathered to commemorate the occasion. Pictured below are (L to R): veteran Swordsmen Lt. Cmdr. Dan Brandenstein, Lt. Cdr. Jim Anderson, and Lt. Cdr. Gart Forsberg; John Quinn, Grumman Field Service rep for VA-145; Cdr. Downs; Cdr. Huth, and Bob McNeil, Grumman site manager at Whidbey. Kneeling are AMSC Roger Foster and AMH1 Steve Knuth.

The historic A-6A has since been transferred to depot level maintenance at NAS Alameda, Calif., for re-work and total reconfiguration. It will soon rejoin the Pacific Fleet as an A-6E, boasting a new paint job and an updated weapons system.

Substitute secretary program

No need to beg, borrow, steal short-term office assistance

Remember the last time your area's secretary went on vacation...or caught the flu? How did her absence affect the office's operation? Problems, huh.

Well, the days of "begging, stealing, and borrowing" a temporary replacement secretary are over thanks to the Substitute Secretary Program.

The program was established in 1974 to provide immediate secretarial coverage for departments whose secretaries go on vacation or sick leave. Substitutes are also assigned to areas that need additional help for short periods during unusual peak work periods, such as proposal deadlines.

Edith Thumer, who heads the program for Employment, attributes the success of the program to the substitute secretaries themselves. All are former Grummanites with an average of five years' company experience. Most substitutes left the company to raise families; some left to attend college. Most work two or three days a week, or a maximum of 990 hours a year.

Since all the participants are familiar with company procedures, they can easily fill secretarial slots throughout the company.

Warm reception

Judging from participating departments' responses, the program has been quite successful.

One department head reported: "The program offers us immediate help in keeping our office running smoothly during the absence of our secretary."

Adds another: "They bring to the job a knowledge of Grumman procedures that makes break-in time a matter of minutes."

Grumman secretaries are also appreciative of their former colleagues. Said one secretary upon returning from vacation, "I normally dread returning to work to find a week's backlog of typing and filing to catch up on. But, this time, the desk was clear—just like I had left it a week ago."

The part-time secretaries are quite elated with the program.

For Loni Yesevait, it means additional income during the winter months. "My husband is a roofer. During the cold weather, I'm able to lend a hand financially."

To Alice Romano, it provides money for "little extras" for her three children. "And, it's provided me with a new outlook on life. I view myself and my children differently now," says Alice.

The added income Pat Tropea earned as a substitute secretary went towards the purchase of a new home in Levittown. "I had tried waiting on tables, but this opportunity is fantastic," she says.

During the three years of its existence, the Grumman Substitute Secretary Program has accumulated many satisfied customers. If your department needs a substitute secretary for a short time, contact Thumer on Ext. 3833. She may be able to help you out.

Pat Tropea

Loni Yesevait

Alice Romano

Top tulip. *Vice President Tom Rozzi (R) presents silver bowl trophy to Rosalie Le Porte for her prize winning tulip entry in the Annual Spring Flower show. Roy Goddard (L) assistant show manager, and Maria Richer, exhibit director, are also on hand to congratulate her. (Photo by Fred Annette)*

Rainbow of tulips blossom at Spring Flower exhibit

Some contend that tulips came to America with the Pilgrims in 1620, others contest that fact. But there is little doubt when tulips arrive at Bethpage. Annually the Grumman Garden Forum holds a Spring Flower Show that features a rainbow of tulips.

This year the show was held in the Plant 5 cafeteria on May 4. Roy Goddard, assistant show manager, said, "We were concerned about the effects of the weather on the show. While the exhibit is very successful we would have had even more entrants if the weather had been better."

Many potential exhibitors lost bulbs due to the deep frost of a bitter winter. Other bulbs survived winter rigors, but prize tulips were lost when they bloomed too early during the unseasonably hot days of spring.

Rosalie La Porte said, "I was lucky. Many of my tulips survived in good condition for the show." Her entry for the single tulip class not only won the blue ribbon but was picked by the judges for the best-of-show trophy.

Vice President Tom Rozzi, director of Security and Personnel Services, presented Le Porte with the silver bowl award for her achievement. Rozzi also congratulated each of the other 35 prize winners in the show.

Indoor beauties

The fastest growing class in the exhibition said Maria Richer, show director, is house plants. "I think one of the reasons they are becoming so popular is because you don't need a backyard to grow them. You can grow a hanging plant in a kitchen window or in the office."

First-place prize winners were awarded bird feeders while second and third place exhibitors received Employee Service shop gift certificates.

Top winners (in order of their placement) in each category were **Single Tulip**—Rosalie La Porte, Kay Trestka, Maria Richer, J. Gregg; **Single Parrot Tulip**—Dot Kappenberg, Sophie Agiesta, Mike Smith; **Narcissus**—Phyllis Conlin; **Single Seasonal Bloom**—Dick Houghton, Karl Hagin, Frank Sadowski, Lillian Fink, Mado Lamounette; **Tulip Collection**—Dot Kappenberg, Alice Miller, Mike Smith; **House Plants**—Peggy Hilbert, Phyllis Conlin, Jack Scully, Jean Tuony; **Seasonal Collection**—Gus Preiser, Ed Ellison, Mary Hutter, Peggy Hilbert; **Novice Single Tulip**—Lillian Fink, Pete Skelly, Jr.; **Arrangements**—Anne Prochoroff, Dot Kappenberg.

Wanted: field reps

Field Service has immediate and near-term openings at various land and carrier sites for the following skills:

E-2/C-2 — E-2C VAST; E-2C PDS (Organizational); CAT-IIID, C-2A Airframes; and Inertial Platform Test Station.

A-6 — Mini-SACE; Airframes (organizational); and Computer System Test Console.

EA-6B — DTS (Digital Test Station); SSE EF SSE benches; and Weapon System Integrator.

F-14 — Electrical/AFCS (organizational); VAST; and CAT-IIID.

All aircraft — Logistics

Those interested in applying should contact Personnel Development, Ext. 6147, or Dan Nettuno, Employment Office, 575-7660.

Spring cleaning causes ad supplement backlog

Once again, spring cleaning has affected the weekly PLANE NEWS Ad Supplement. *At Your Service* forms have deluged the PLANE NEWS office causing the regular two week turn-around to extend to three weeks. As a result of the delay, many Grummanites have been calling about their ads.

In an effort to save future phone calls, the following information is offered in answer to some of the most-often-asked questions concerning advertisements.

Placement of ads is a free service for Grumman personnel only, and on a non-commercial basis. Ads offering large quantities of one article or for commodities of an outside business will not be accepted, even if such articles are owned by Grummanites.

Ad forms—items must be priced at $10 or more—can be obtained at Employee Services offices and must be filled out in full before they are sent to PLANE NEWS at mail station C20-05.

One ad category is accepted from each person submitting a form for an issue, although as many as three items can be described in one category (35 words or less, however).

But if two items offered fall under Home Furnishings, for example, while a third comes under Recreation, the three cannot be placed together under Miscellaneous because they clearly fall into set categories. The Miscellaneous heading is strictly for items that are not covered by the established categories—such as a diamond ring or baby carriage.

Advertisements are run in each issue of the Ad Supplement in the order they arrive and generally reach print two weeks later. A backlog caused by unusually large numbers of submittals can cause a delay, but the order received is maintained and all acceptable ads will be published in a later issue. If it doesn't appear immediately, please be patient and don't call until its more than three weeks after submittal.

Except in the Ride Wanted category (which is work-related), Grumman extensions and names of those making submittals are not printed with ads. They must be included in making out the form, however, in case further information is required by PLANE NEWS.

When an ad is submitted, it will appear only once.

So to avoid the delay that comes with having a form returned, be certain to check the correct category and make sure that you meet the publishing requirements. In fact, why not clip this out and keep it on file.

obituaries

EUGENE F. ALONGE of Pride Line, Plant 2, died April 28 at the age of 47. He worked for Grumman since 1973 and lived at 2 Oxford Rd., Brentwood.

NICHOLAS P. AVERY of Power Plant Des., Plant 72, died April 30 at the age of 46. He had been with the company since 1955 and resided at 40 Damin Dr., S. Farmingdale.

LEO MICHELOTTI of Invent. Control, Plant 27, died April 27 at the age of 54. He had been with the company since 1963 and lived at 151 Van-Buren St., N. Babylon.

MATTHEW T. PAFUNDI, TS Instructor, Plant 39, died April 27 at the age of 48. He worked for the company since 1963 and resided at 1066 North Dr., N. Merrick.

PAUL L. REGAN of Maint-Rearrangement, Plant 6, died April 28 at the age of 58. He worked for the company since 1946 and lived at 15 Laurel Dr., Sayville.

KENNETH A. RHODES of Tool Control, Plant 2, died April 21 at the age of 54. He had been with Grumman since 1942 and resided at 524 Strong Ave., Lindenhurst.

LEO SCHWARZ of ILS Logistic Serv., Plant 80, died April 25 at the age of 49. He worked for the company since 1951 and lived at 12999 Via DelValedor, San Diego, Calif.

Personals

My family and I wish to thank our friends, co-workers, and Grumman management for their kindness and generosity during my illness. **Bill Murphy**

No words can express the most sincere heart-felt thanks we, the Bless family, wish to convey to all our friends at Grumman during the loss of my father. **Joe Bless**

I wish to thank all my friends, fellow workers, and Employee Services for their expression of sympathy during the recent loss of my mother, Rosaria, **John DeSanto and family**

My gratitude and appreciation to all of my co-workers and personnel who expressed such sincere sympathy to me and my family during the recent death of my father. **Helen Long**

My fellow Grummanites lent moral support when it was sorely needed. The recent tragic loss of my daughter Eileen was made bearable by the compassion shown the entire McArdle family. **John F. McArdle**

We wish to express our heart-felt appreciation to Dept. 036, Plant 27 and Employee Services for their extreme kindness and generosity during our recent loss. **The Stanley Pienkoski family**

I wish to thank all my friends, fellow workers, and Employee Services for the thoughtfulness shown during the recent loss of my mother. **Bennie Savoie and family**

I wish to thank all my friends and fellow workers for their assistance, generosity, and expressions of sympathy during the recent loss of my husband. **Ann Tandiorio**

My family and I wish to thank my fellow workers and Employee Services for their generosity and expressions of sympathy during the recent loss of my mother. **Stephen Teta and family**

I wish to thank my fellow workers and Employee Services for their generosity and expressions of sympathy during the recent loss of my mother. **George Tsolakis**

My sincere thanks to Employee Services and my friends at Grumman for their generosity and kindness during the recent loss of my mother. **Bob Wagenseil**

Milledgeville Ops begins management training

A training course titled "Fundamentals of Management," conducted by the Career Education and Development department, was recently initiated at Plant 66, Milledgeville Operations in Georgia.

At the last session, held on April 22, Vice President Bill Zarkowsky personally congratulated the course graduates and presented certificates to foremen, leadmen, and keymen from various departments at Plant 66 who had completed the course.

After a two-hour "rap" session with the participants, Zarkowsky said more such programs would be initiated at Milledgeville.

Graduates pictured above are (L to R) front row—Tony Drago, Ed Lobel (discussion leader), Ed Bates, Jackie Morris, Zarkowsky, Bob Warren, Cliff Schilling, Gary Oxford; back row—Gene Donovan, Wayne Scott, Ken Meyer, Bill Phillips, Matti Abrahamson, and Bill Turner.

Fellow participants shown below are (L to R) front row—Mike Karolak, Tom Santorelli, Shirley Heaton, Zarkowsky, Mary Hudson, Alex French, Hal Middlebrooks; back row—John Trawick, Larry Amerson, Roger Ryan, Frank Patrick, and Vincent Paolini.

Get new posts

Erwin McCalla, David Craig, and Louis Corrao have new assignments.

McCalla is the new director of Engineering Test Operations. Located in Plant 5, Ext. 3458, he reports to Tom Kelly, Vice President-Engineering.

In his new post as director of Corporate Procurement Operations Advance Planning, Craig reports to Phil Vassallo, Vice President-Corporate Procurement Operations. His duties include interfacing with Grumman Aerospace and Grumman Corporate departments involved in the areas of new business, foreign sales, etc. Craig is located in Plant 5, Ext. 2982.

Also reporting to Vassallo, is Corrao, newly appointed director of Corporate Procurement Finance and Planning. He's located in Plant 30, Ext. 6462.

Got a question?

Having trouble filling out your insurance claims? Obtaining a dental form? Have a question about the Employee Investment Plan? Here are the numbers to call for all your "benefit" questions:

General Insurance Information, Ext. 3146; Dental Insurance, Ext. 3044; and Investment Plan, Ext. 7250.

May retirees

On behalf of their fellow workers, PLANE NEWS salutes the following men and women on their contributions to the company and wishes them well in their retirement. Those who retire in May are:

Tranquilino Asis (40), George Borezoski (2), George E. Egert (6), William R. McGrew (7), Alfred VanWymersch (5), John F. Callahan (25), Edmond Hartmann Sr. (36), Frank Pewarski (18), Abe Abrams (2), Lawrence P. Celeste (2), Eugene Favale (2), Robert G. Paton (2), Joseph H. Schweitzer (14), Barbara T. Welch (25), Frank J. Haggerty Sr. (2), Edward W. Burke (3), William J. Noonan (30), Andrew DeFeo (36), Herbert C. Haws (2), Gordon Holcomb (2), Herbert Reid (3), Sterling R. Darling (77), George A. Dominik (3), Harold Eaton Jr. (77), Walter A. Eichin (77), Lloyd F. Fleenor Sr. (40), Henry P. Hill (20), John A. Hunt (14), Harold T. Lowe (30), Earl J. Moores (3), James O'Brien (2), George A. Rogers (4), David C. Sontag (2), Herbert D. Stelljes (2), Charles S. Towers (28), Samuel M. Vogel Jr. (2), Morton H. Weinberg (2), Sydney Wilson (77), Otto W. Witzig (3), John P. Zurich (77), John A. Markowski Jr. (36), Henry H. Miller (4), John C. Putz (30), Viola C. Smith (35), Sven Abramson (3), Carl E. Anderson (40), F.C. Bergmann Jr. (17), Raymond J. Garland (40), Warren C. Hall (2), Bruce A. Hollister (14), John L. Jackson (3), Henry G. Kilthau (5), Henry G. Locke Jr. (35), Magdalena Locke (1), John L. Marcroft (2), Douglas Morrell (20), Charles A. Salerno (3), Edward Parisi (36), Catherine A. Slechten (1), Alexander W. Tooker (5), Anthony T. Ziccardi (3), William E. Hansen (6), Carl Chaseck (27), Mary J. Phillips (5), Anthony Rose (2), Roy L. Sinniger (2), Vernon E. Toland (3), Edward S. Teleweck (43), Alvin M. Chisum (3), and Ferdinand Rosenberg (40).

In addition, Frank Aratoli (36), Henry W. Baker (12), Almetta Barrett (1), Edwin C. Brummer (18), Erdos V. Case (47), Barney C. Charvat (44), Ann F. Cozza (30), William E. Dunn (2), Eugene W. Fitting (2), Anthony Lauria (18), Mearl Macken (6), Charles W. Merchant (2), Edith H. Muller (35), Thomas P. Piccolo (3), John C. Rocco (3), Lonnie L. Whitaker (2), Harry White (3), Chester Zembko (5), James J. Cribbins (3), Matteo A. Franza (2), Stanley Garczynski (27), Charles Kolbeck (44), Andrew C. Nelson (1), William Oborn (1), Dominic Saccone (1), John A. Smith (3), Arthur J. Stone (3), Louis J. Trapani (1), John J. Barnes (5), James E. Brennan (35), William F. Cuppinger (18), Carroll F. DeWitt (30), Patrick J. Fitzpatrick (44), Henry V. Foote (5), William T. Geissinger (3), Joseph E. Grams (5), Roman S. Horoszewski (2), Edward F. Houghton (30), Elmer E. Howland (2), George A. Mack (27), Joseph Micco (30), Robert T. Moorehead (2), Albert J. Pavlas (2), Frederick Rooney (17), Herbert H. Seaman (35), Ulysses Smalls (3), and James J. Canniff (24).

And also, William C. Donnelly (6), Joseph A. Keller (6), Eleanor R. Moorehead (6), John J. Cook Jr. (2), Thurber Duff (2), Joseph D. Iguera (27), Charles S. Krick (20), David Powell (3), Earl T. Light (84), Enrico Lucidi (2), Gerard G. Logue (30), Reginald K. Roode (2), Charles Russek (2), Frank C. Savage (2), Chester W. Senig (2), Carmen J. Tarullo (40), Alfred Handel (37), William Kutner (40), William L. Smith (1), Robert Seaman (2), Wilbert L Gardner (6), Paul Malguarnera (6), Irwin E. Mattson (6), William Newhouse (6), William J. Peterson (6), William C. Singer (30), Lorenzo F. Zacarese (1), Frank A. Coveney (2), Edward Dmuchowsky (12), Frederick R. Hicks (2), Richard Kraft (2), Edward G. Erichsen (2), Robert H. Fowler (2), John G. Gregory (2), Hans W. Gudeman (2), Edward C. Haroff (1), John H. Henke (2), Kenneth W. Mebus (2), Charles W. Ward (3), James B. Aherne (35), Bernard H. Callahan (44), Harold F. Murphy (12), Vincent N. Brigante (3), George S. Clarkson (5), Eugene C. Gibney (2), Stanley F. Jarusiewic (1), William T. Murphy (1), George J. Quarry (2), Richard W. Rabas (4), Walter W. Spindler (3), William G. Yack Jr. (2).

And, Jacob T. Amann (16), Paul DeSalvo (2), Rudolph E. Genovese (40), Raymond Gould (5), Carl Hein (3), Edward P. Jolly (2), Harold E. Koch (35), Anthony Marshut (27), Frank M. Squire Jr. (35), Alfonso J. Teresi (26), Richard A. Nowak (2), Lawrence O'Shaughnessy (2), Mary O'Shaughnessy (2), Anthony R. Scott (5), Edwin H. Seaman (2), George G. Trigg (2), William A. Ulrich (30), Domenico Vicari (12), Joseph P. Fontana (44), Joseph L. Cittadini (25), Simmie O. Dean (3), Nicholas DeMaio (5), Martin W. Ferguson (2), William Guga (2), Leon Kaprinski (2), Harry R. Keeler (5), Milton D. Kent (25), Alphonse J. Kraujalis (2), Donald E. Lowman (35), Louis J. Napolitano (1), Walter A. Brewster (36), James H. Jamieson (2), Peter J. Micciche (27), David M. Smith (3), Herbert J. Tutrone (2), Anthony V. Vengroski (2), Michael E. Zeltmann (27), William J. Sontag (6), and Donald R. Towne (27).

calendar

American Production and Inventory Control Society: Tues., May 17, Crow's Nest, off Rte. 110, Farmingdale, dinner 6:30 p.m., presentation 8:00 p.m.; local chapter; guest speaker: George Kolesar, Sperry Univac—"Planning Guidelines for Implementation of a Computer Based Manufacturing Control System;" all welcome. N. Heilweil, x2250.

AIAA: Tues., May 17, Antun's, Hicksville, cocktails 5:30 p.m., dinner 6:30 p.m., presentation 7:30 p.m.; L.I. Section; guest speaker: John G. Borger, v.p., Pan American World Airways—"Lindbergh and the Development of the Trans-Oceanic Air Transport Airplane;" all welcome. S. MacCulloch, x7401/C. Massaro, x6717.

Aikido Club: every Mon. & Wed., 5:15 p.m., Pl. 35 cafe; for sport and self-defense; L.I. Aikido Federation; all guests welcome. B. Bauman, x7856/M. Stock, x7417.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, classroom 1; closed meetings. Personnel Relations, x 3521; **Calverton:** every Mon., 4-5 p.m., Headquarters Building; **Great River:** every Wed., 4-5 p.m., Pl. 43 conference room 3.

Grumman Cycle Touring Club: 2nd Mon. of every month, Pl. 28 auditorium, 5 p.m. G. Hilton, x8053.

Grumman Dance Club: by phone registration only; every Thurs., 5-7 p.m., Pl. 28 auditorium; May 19 social, May 26 folk dances. M. Brown, x(115)3777.

IEEE L.I. Section: Wed., May 25, PINY auditorium, 8 p.m.; professional; guest speakers: David Westerman, chairman, LIFT; Robert Cox, executive v.p., LIA; Ralph Caso, Nassau Cnty. executive, John Klein, Suffolk Cnty. executive—"Improving the Technological Opportunities on L.I.;" all welcome. V. Zourides, x7120.

Retiree Club: Wed., May 25, 1:30 p.m., Holiday Manor; regular monthly meeting; **Florida Mid West:** Thurs., May 19, 11:30 a.m., Fort Cooper Station Restaurant, U.S. 41, Inverness; **Florida Suncoast:** Mon., May 23, 11:30 a.m., S&S Cafe Sears Town, 1235 S. Missouri Ave., Clearwater; **Florida Treasure Coast:** Thurs., May 26, 12:30 p.m., Trade Winds Cafe, Fort Pierce.

Society of Logistics Engineers: joint meeting with IEEE, Thurs., May 26, Holiday Manor, cash bar 5:45-6:45 p.m., buffet dinner 6:45-7:45 p.m. ($6.50 pp); L.I. chapter, #1, dist. #10; guest speakers: O. Markowitz, A.S.O.; D. Arnold, Westinghouse Corp.; and H. Balaban, Arinc Corp.—"Reliability Improvement Warranties;" all welcome. N. McDowell, 752-3448/A. Pinker, x5603; **also,** workshop 5:15-5:45 p.m., Holiday Manor, Manor Room; "Chapter Business Meeting."

Earth-bound goose finds home, friend in Plant 12

Geese family ties are not that tight. At least that's what Hank Tischler of Plant 12 Maintenance has observed during the past year.

Last spring, as a flock of Canadian geese headed north over Bethpage, two separated from the group and settled in the water sump near Plant 12.

Within a few days, the female was nested, and the male was protecting their roost. Hank began feeding the future parents everyday.

Four weeks later, three goslings were hatched. As Hank kept track of their progress, he noticed two had learned to fly easily, but the third one just couldn't seem to get airborne. Shortly after takeoff, it would always flop back into the water.

By this time, Hank and his feathered friends had a mutual trust and he was able to get close to them during feeding time. While tossing them cornbread one morning, he noticed that the earth-bound gosling couldn't fly because its wings were stunted.

All summer long and into the autumn, the young geese family resided near Plant 12. But at the first hint of winter, they joined the southward migration...leaving their grounded gosling behind.

Hank decided to "adopt" the abandoned offspring which he named "Baby."

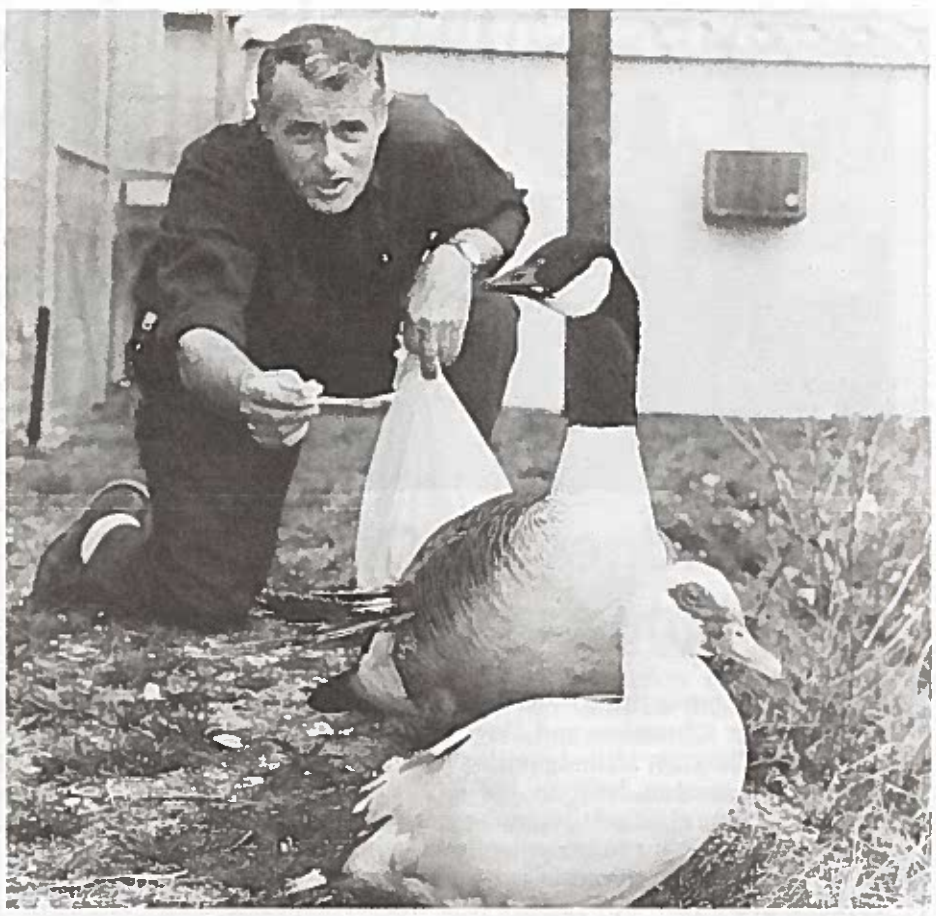
"The plant carpenters built 'Baby' a shelter," says Hank, "and I brought in a Scobie duck named Lisa, for companionship."

Both the birds have become good friends. They've grown accustomed to their caretaker. When Hank calls, they waddle over to him.

Nine weeks ago, there was a mini-family reunion at the Plant 12 sump when Baby's parents, brother and sister arrived after spending the brutal winter in the warmer clime.

"The younger geese seem to be settled down in Plant 12 for the summer," says Hank. "The female is nesting right now. But, the parents paid only a brief visit. Guess they just wanted to check up on how Baby was doing."

Looks like the parent geese realized their earth-bound offspring is in good hands.



Feathered friends. *Hank Tischler feeds 'Baby' and his Scobie duck, Lisa, their daily lunch of cornbread. (Photo by Dick Sander)*

World Trade day

On Tuesday, May 24, Grumman, a member of the Long Island Association (LIA) World Trade Club, is promoting this year's World Trade Day.

More than 44 countries are expected to be represented by their trade promotion officers to discuss important information services to Long Island marketing executives. More than 40 exhibitors will be present to discuss all aspects of conducting export and import business.

The 1977 World Trade Day will be celebrated at the Crest Hollow Country Club at 9 a.m. A special luncheon will begin at 12 noon, and a reception-dinner will be at 6 p.m.

A Federal government representative will be the main speaker for the evening.

For more information, contact Frank Asselta at 752-9600.

Slate clinic

(Continued from page 5)

The training program will be completed within a few months. At that time, approximately 80 percent of the force will be certified to administer CPR.

In an emergency

Should a fellow worker suffer from a heart attack, Berka urges Grummanites to call Plant Protection headquarters immediately—time is critical. When calling either 3895/3333, make sure you inform the guard on duty of your precise location.

CPR patch. *Bob Du Russel accepts CPR patch after receiving certification in cardiopulmonary resuscitation amid approving smiles of (L to R) Bob Wilson, manager of Security and Plant Protection; and CPR instructors Pete Sinatra, Al Berka, Harold Ruff, and Henry Colon. (Photo by Marie Trimborn)*

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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